

What Is Claimed Is:

1. A method for controlling a hybrid drive of a vehicle, the hybrid drive including as propulsion motors an internal combustion engine and at least one electric motor/generator, and the output shafts of the propulsion motors being operatively linkable to a power train of the vehicle, wherein the propulsion motors (10, 12) and an electrically activatable braking system (24) of the vehicle are activated in a coordinated manner, as a function of a negative torque demand taking this negative torque demand into account.
2. The method as recited in Claim 1, wherein setpoint wheel braking torques are specified for the braking system (24) taking the operating state of the hybrid drive (100) into account.
3. The method as recited in one of the preceding claims, wherein, to specify the setpoint wheel braking torque, the instantaneous transmission output torque is gated with the request signal (34) of a brake pedal (20).
4. The method as recited in one of the preceding claims, wherein the signal (24) delivered by a brake pedal (20) is interpreted within a range that is defined by operation-related state data of the braking system (24) and instantaneous torque or power potentials of the hybrid drive (100).
5. The method as recited in one of the preceding claims, wherein operating data of the internal combustion engine (100) and of the electric motor/generator (12) is taken into account for the torque and power potentials of the hybrid drive (100).

6. The method as recited in one of the preceding claims, wherein the operating state of an on-board electrical system (30) is taken into account for the torque and power potential of the electric motor/generator (12).

7. The method as recited in Claim 6, wherein a battery state of charge and/or a battery voltage are/is taken into account.

8. The method as recited in one of the preceding claims, wherein the possible operating modes of the hybrid drive (100) are taken into account for the torque and power potentials.

9. The method as recited in one of the preceding claims, wherein a selected gear of the transmission (14) is taken into account for the torque and power potentials.

10. The method as recited in one of the preceding claims, wherein the shifting state of clutches (76, 80) of the hybrid drive (100) is taken into account for the torque and power potentials.